

## August 9, 2006 Airport Commission Minutes

Chairman Schober called the meeting to order at 8:05 a.m. Vice-chairman Crowley, Commissioner Bruce and Secretary Richards were present. Commissioner Bluemke was not present. Others present: Val Ramos, Airport Admin; Michael Neau, Airport Admin; Andrew Groth; Karl Engelke, REKE Installations (540 Northview Hangar); Roger Dibble, Venture Development; John Lotzer, Lake Country Aviation; Greg Stern, Mead & Hunt; and Chris Wodushek, Atlantic Aviation.

**Approve/modify minutes of June 21, 2006** – The June Minutes held over for the September meeting.

**Public comment/correspondence** – None

**Chairman Schober moved item #7 up on the agenda to allow Mr. Dibble to attend a personal appointment at 9 a.m.**

**Discussion and action on hangar plans for 2331 Aviation Drive (Jim Kreuter by Roger Dibble)** – Mr. Dibble made this presentation to the Commission. Revised plans were submitted prior to today's meeting per the approved conceptual plan submitted at the June meeting. The plans were revised six feet back to accommodate a Lear aircraft for the hangar. Some of the utilities will also be relocated prior to construction. A motion to approve the plans contingent upon stamp of professional engineer and execution of land lease was made by Secretary Richards with a second by Vice-chairman Crowley. Commissioner Bruce voted yes. The motion passed. Chairman Schober did not vote since he represents Mr. Dibble and was not sure if this would be a conflict of interest.

**Chairman's report** – Secretary Richards discussed Security Plan. Secretary Richards has been working with Jim Kerr and Brian Dorrow of WCTC on this plan. Because of the new regulations and money to make some of these changes, this may cause problems for some airports, perhaps possible closings. The Pilots Assoc, EAA, and Homeland Security met Oshkosh EAA this year.

**Airport Manager's report** – Mr. Markano was on vacation for the August meeting and Mr. Neau made the Manager's report. Runway De-icing issue: Carbon brakes replaced steel brakes in late 1990's as a weight saving measure. In 1997 there was a change in the use of runway de-icing fluids that made the product more environmentally favorable. The organic salts in these new environmentally favorable products attack the carbon in the brake and create a catalytic oxidation, which softens the carbon causing it to flake and crumble undetected over time. This can lead to brake failures occurring on aircraft landing or takeoff. Several national groups have been looking into options for resolutions to this problem. We will keep you informed on this issue as more information is received. Tower flooding: Last Thursday's rainstorm caused some flooding in the Control Tower and also in the control tower cab this time. Water dripped onto several conduits located in the equipment room, and, although there was no electrical problem during the storm, this did present a concern and was presented to Greg Stern of Mead & Hunt. Mr. Stern said he would look into the situation. Mr. Neau reported that tower activity is down 36% to date. Fuel revenue is also down. On June 23, 2006, Mr. Neau earned the ACE designation in Airfield Operations. Known as the Airport Certified Employee (ACE) programs, public use airport and military personnel, in addition to those interested in the airport industry may obtain a thorough and up to date education in four disciplines: Airfield Operations, Airfield Lighting Maintenance, Security and Communications. Along with the AAAE Accreditation Mr. Neau received in 2005, AAAE noted that he is the first person in the State of Wisconsin to earn both the AAE and ACE designations offered by AAAE.

**Construction project update to Commission by Greg Stern of Mead & Hunt** – Mr. Stern explained that as part of the 18/36 reconstruction project the water drainage problem from the Exposition Center to airport grounds would be addressed. The runway reconstruction project used pulverized salvage to use as a base

with the mix in of fly ash acts as cement. This is used first and then paved over with concrete. Because of this cost savings, it has allowed more work to be done in the southeast hangar area.

**Discussion and action for approval of conceptual hangar plans for 540 Northview Road by Karl Engelke** – Mr. Engelke presented plans to the Commission at the June meeting. He has presented revised plans as the Commission requested from that meeting. The plans show elevation, utilities, building heights, and roof overhang dimensions. The slope from the hangar to the taxiway is 2.4%. A motion to approve the hangar construction plans submitted by Mr. Engelke contingent upon Professional Engineer stamp, a set of plans for airport administration and execution of the land lease was made by Vice-chairman Crowley with a second by Secretary Richards. The motion passed.

**Discussion and action on 2005 Annual Report to Waukesha County Board** – The presentation of the Airport Annual Report to the County Board is set for August 22, 2006. The Commission received a copy of the report for review prior to today's meeting. Mr. Neau reviewed the report with the Commission. Chairman Schober complimented management on the 2005 report. A motion to approve the 2005 Annual Report for presentation to the County Board was made by Secretary Richards with a second by Vice-chairman Crowley. The motion passed.

Future Commission agenda items - Towers activity from other airports; update on airport signage; ribbon cutting ceremony/open house when construction is completed.

A motion to adjourn was made by Secretary Richards with a second from Commissioner Bruce. The motion passed.

Meeting adjourned at 9:01 a.m.

Next Commission Meeting: September 13, 2006

Respectfully submitted

Dick Richards  
Secretary  
8/9/06